

March 15, 2018)

Cheryl Moon Siriani, District Executive
Penn DOT, District #11, Thoms Run Road
Bridgeville, Pa. 15017

FRYER
Robert Blake

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To Cheryl Moon Siriani :

I'd like to thank you for your February 2, 2018 letter to me politely disagreeing with my recommendation for Penn DOT to build the **left turn stacking lane** on Washington Pike in Bridgeville in order to help reduce the congestion at least one of the 3 major, economically ruinous traffic congestion SITES that have been ignored within the South Fayette, Bridgeville, Collier corridor communities for **5 decades**.

I honestly **thought** I had previously sent you most of the following facts that are in this letter, that I felt adequately supported my suggestion for Penn DOT to RE-consider adding a **left turn stacking lane** from Washington Ave. leading to Chartiers Street in Bridgeville, as part of the 7 lane wide Washington Pike/Chartiers Creek bridge project that is scheduled to be built. I **apologize** for my **apparent absent mindedness**.

* Please understand this "left turn stacking lane issue" is only a small part of my **LARGER, LONG STANDING CONCERN** about....

2 generations of the People and children in specifically Bridgeville and South Fayette having "the quality of their lives" suppressed in a range of different important ways, because the tax revenue income from their business districts was so greatly reduced by the excessive traffic congestion,

because all those who have been able to more successfully **INFLUENCE** the State and County road and rail construction agencies, to spend 50 years of federal funds building **MANY** times better, wider consumer-motorist access roads leading to the Route #19 business districts in Upper St. Clair and Mt. Lebanon.

This effort also included the subtle, misleading practice of building a few token, useless, inexpensive consumer-motorist road improvements on Washington Pike (Route #50) in the Bridgeville, South Fayette, Collier business district !

This particularly unkind injustice was devised by public officials, has been especially distressing because most of these extravagant road improvements to the Route #19 business districts, were built during the period of time that there was no traffic congestion problem driving to the Route #19 business districts, because 75% of the transient and resident daily consumer motorists had already switched to using the new Interstate Highway #79 that was built thru South Fayette, Bridgeville and Collier.

This comprehensive road building scheme was to also expand the functional market area of the Route #19 business districts into the traditional market areas of neighboring communities to the West along Washington Pike, and the communities to the East along Route #88 (Library Road). SEE DRAWING.

At any rate, in your February 2, 2018 letter to me, (that was also sent to several other important public officials), you described your reasons why my proposed "left turn stacking lane" is NOT included with the current.... 7 lane wide bridge and the additional Chartiers Street stacking lane project design, currently under development. (Incidentally, I was the one who 1st created this design concept and presented it to Penn DOT and the officials in South Fayette, Bridgeville and Collier 3 years ago.)

You mentioned :

- A. The significant (excessive ?) cost for the construction and acquiring the additional property right of way,**
- B. the negative impact on the (adjacent) Rite Aid property,**

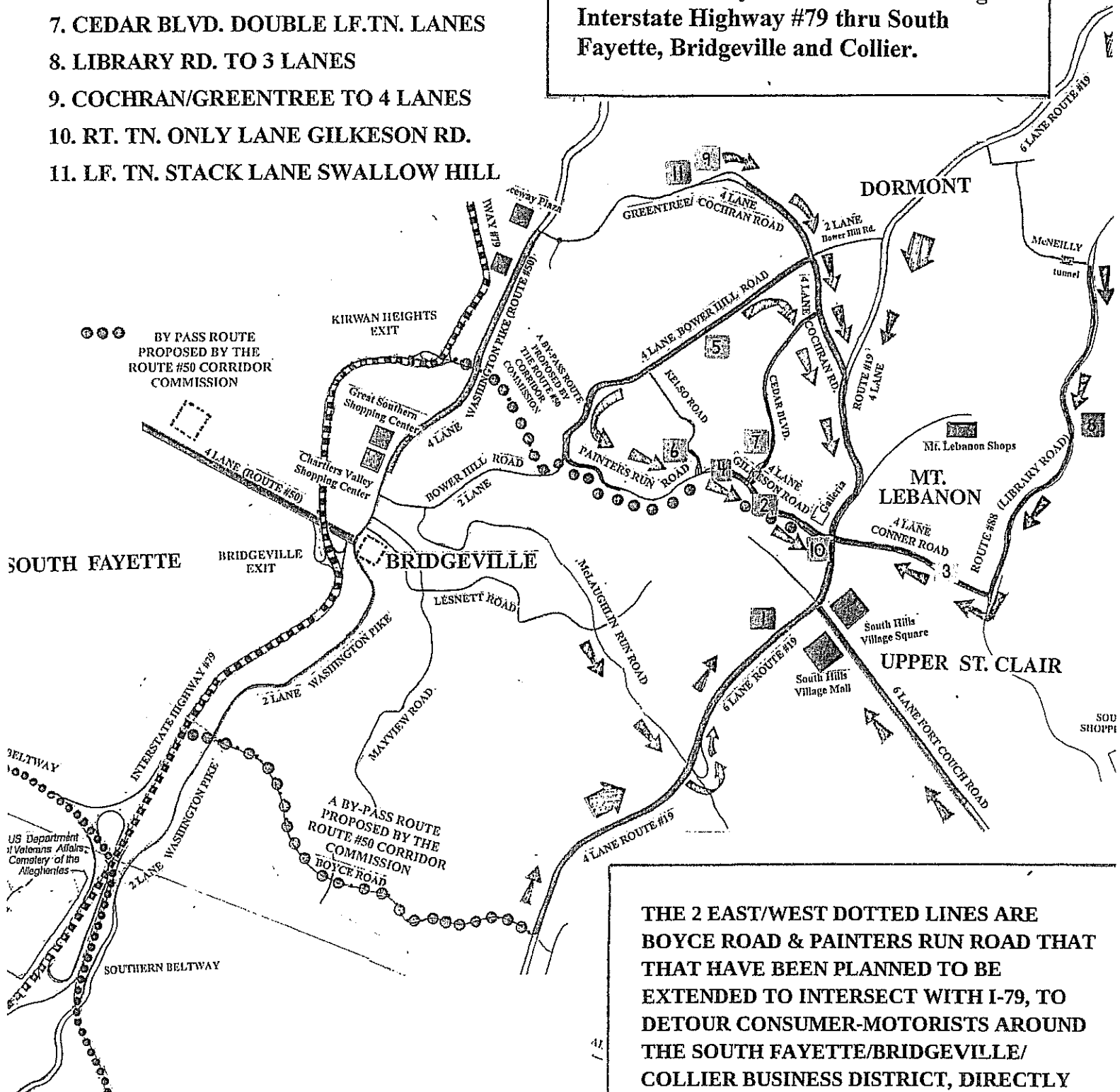
**NEW STATE AND COUNTY ROADS
BUILT TO THE UPPER ST. CLAIR & MT.
LEBANON BUSINESS DISTRICTS.**

1. ROUTE #19 WIDENED TO 6 LANES
2. GILKESON RD. TO 4 LANES
3. CONNER RD. 4 LANES
4. GILKESON RD. 1/2 MORE 4 LANES
5. BOWER HILL RD. TO 4 LANES
6. KELSO RD. LF.TN. STACK LANE
7. CEDAR BLVD. DOUBLE LF.TN. LANES
8. LIBRARY RD. TO 3 LANES
9. COCHRAN/GREENTREE TO 4 LANES
10. RT. TN. ONLY LANE GILKESON RD.
11. LF. TN. STACK LANE SWALLOW HILL

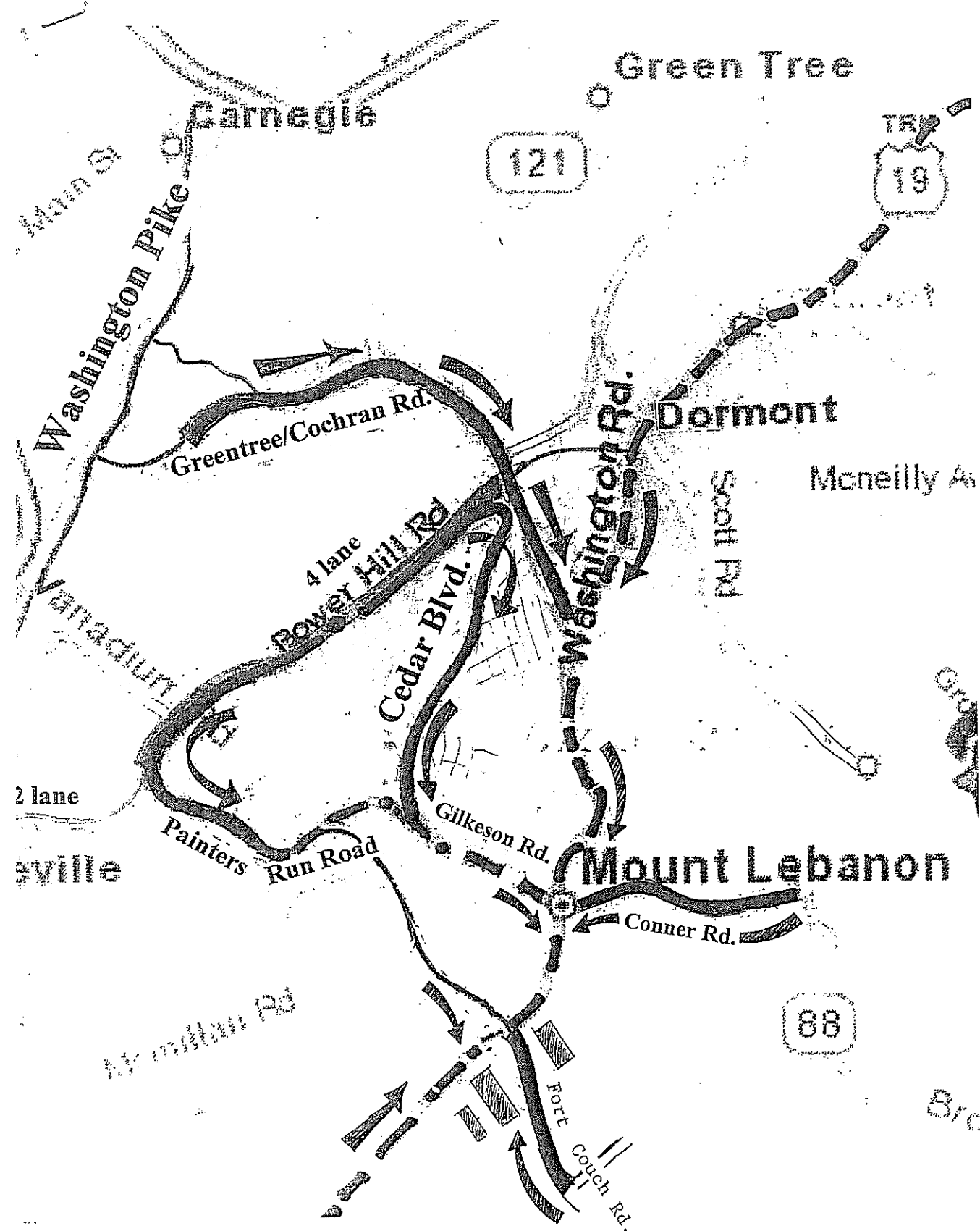
The RED colored roads are the network of 6 four lane wide roads the State and the County built leading to the Upper St. Clair/Mt. Lebanon Route #19 business district,

despite the fact that 75% of motorists stopped using Route #19 to get to and from Pittsburgh each day,

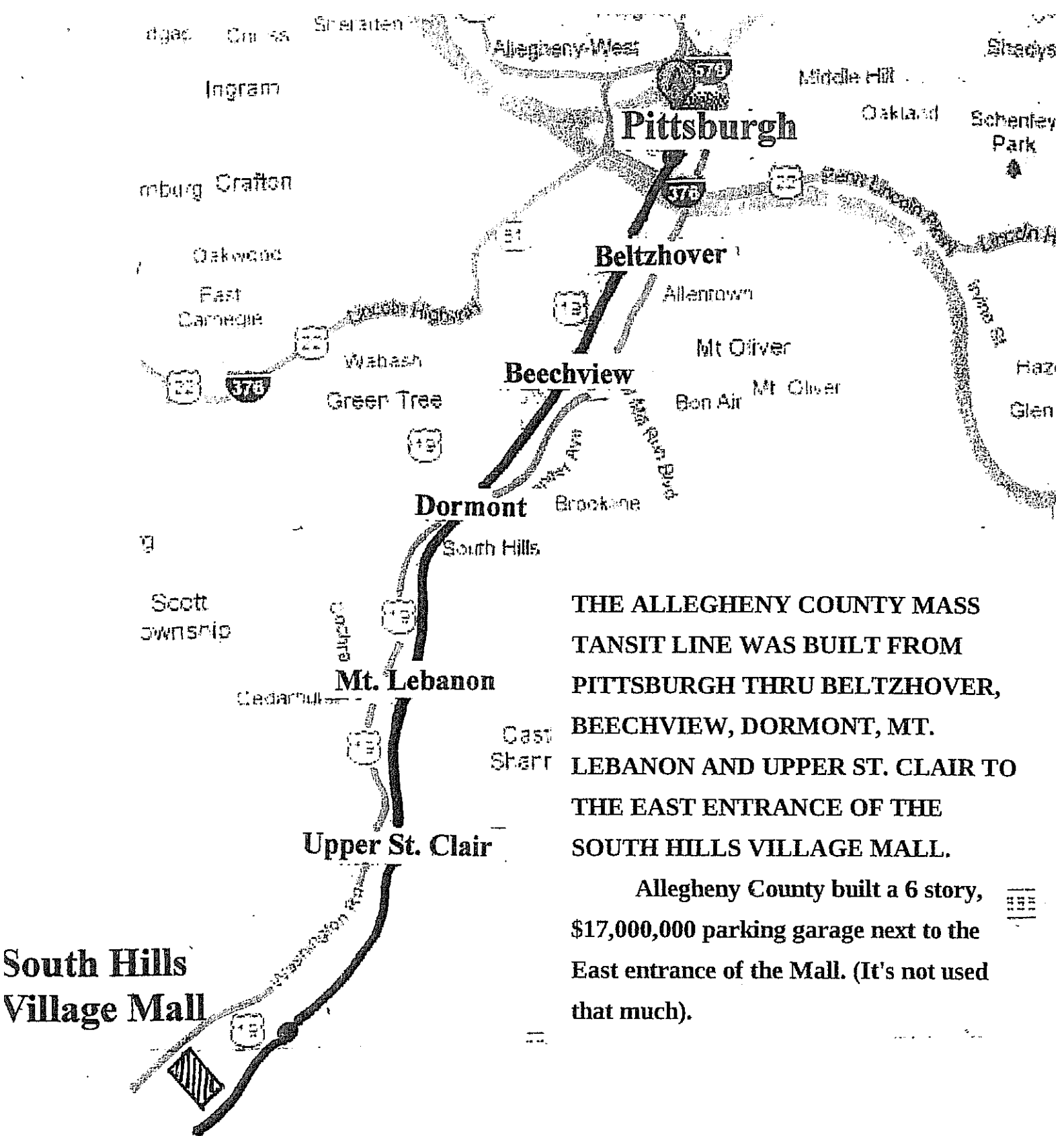
because they had switched to using Interstate Highway #79 thru South Fayette, Bridgeville and Collier.



THE 2 EAST/WEST DOTTED LINES ARE BOYCE ROAD & PAINTERS RUN ROAD THAT HAVE BEEN PLANNED TO BE EXTENDED TO INTERSECT WITH I-79, TO DETOUR CONSUMER-MOTORISTS AROUND THE SOUTH FAYETTE/BRIDGEVILLE/ COLLIER BUSINESS DISTRICT, DIRECTLY TO THE ROUTE #19 BUSINESS DISTRICT.



— SHOWN IS HOW THE 4 LANE WIDENING OF BOWER HILL ROAD WAS NEVER CONTINUED TO THE DORMONT BUSINESS DISTRICT, NOR IN THE OPPOSITE DIRECTION TO THE BRIDGEVILLE, COLLIER, SOUTH FAYETTE BUSINESS DISTRICT, IN ORDER TO LEAD CONSUMER MOTORISTS TO THE ROUTE #19 BUSINESS DISTRICT.



THE ALLEGHENY COUNTY MASS
TRANSIT LINE WAS BUILT FROM
PITTSBURGH THRU BELTZHOVER,
BEECHVIEW, DORMONT, MT.
LEBANON AND UPPER ST. CLAIR TO
THE EAST ENTRANCE OF THE
SOUTH HILLS VILLAGE MALL.

Allegheny County built a 6 story,
\$17,000,000 parking garage next to the
East entrance of the Mall. (It's not used
that much).

Washington Road
Mass Transit Line

- C. the negative impact on the (adjacent) Bethany Church property on the opposite side of Washington Ave.
- D. the required removal of the essential "right turn in" and the "right turn out" ramps for consumer motorists between Washington Avenue and the drug store, and
- E. that both the South Fayette engineer and the Bridgeville engineer agreed that the left turn stacking lane was unnecessary.
- F. (There has also been a newspaper/website article that included a Penn DOT Washington Ave. left turn traffic count and cost estimates from Bridgeville's engineering firm.)

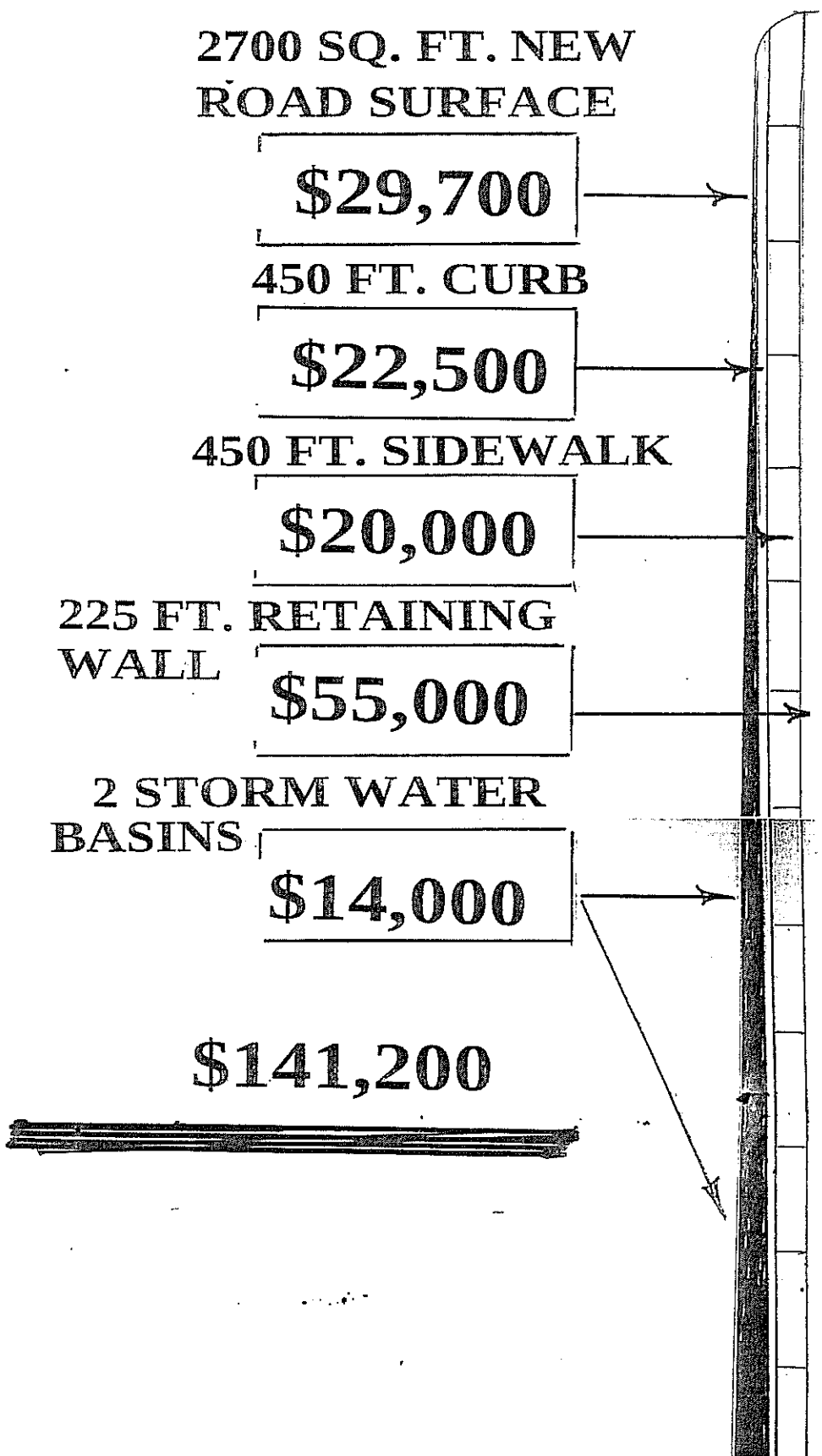
THE FOLLOWING FACTS SEEM TO SUGGEST A RE- CONSIDERATION OF CONSTRUCTING THE LEFT TURN STACKING LANE

A. The construction cost from an independent civil engineering firm is \$150,000 (not \$1,000,000 as stated in the newspaper). That's IF the drug store officials GIVE Penn DOT the property needed on Washington Ave. which they have informed us they are willing to do. (I've asked drug store officials to GIVE Penn DOT the land needed for the additional stacking lane on the perpendicular Chartiers Street, which they also seem willing to do.).

B. The Rite-Aid officials and the land owner have reviewed drawings of the property we have asked them to donate, and have met at the site to see the painted lines and stakes in the ground defining the property that would need to be donated. They expressed their tentative approval and asked for larger drawings, which they have been sent.

We defined the "new necessary position" of the inside edge of the new Washington Avenue sidewalk closest to the store as... a "tapered" straight line, from its widest 10 FOOT width closest to the Chartiers Street corner, decreasing to "0" FEET in width as it continued 450 feet further North, to the corner of James Street, across from the U.S. Post Office.

This estimated cost of the Washington Pike Left Turn Stacking Lane in Bridgeville, was made considering an asphalt road surface by mistake, rather than a 2700 sq. ft. concrete road surface. The total cost presumes the donation of the land necessary for the tapered widening by the land owner.



Therefore, the amount of property needed becomes less and less as the new sidewalk continues to the North. **SEE DRAWING.**

C. In regard to your inference that the property needed from the Bethany Church side of the street would be excessive...

On the South Fayette Township (Traffic Task Force) drawing that I was shown, the "left turn stacking lane" took NONE of the church's small front grass lawn, and only 1 parking lot space on the other side of Church Street, between the church and the creek .

The South Fayette engineer and I presented and explained the drawing to a Minister at the church over a year ago, and he felt satisfied that no taking of any significant land IN FRONT OF THE CHURCH would occur.

D. In your letter to me, you inferred that the Rite-Aid store's main curved entrance and exit ramps for consumer-motorists between Washington Avenue and the store **WOULD HAVE TO BE ELIMINATED !**

I would like to respectfully disagree, in that the **present distance** between the street and the store's parking lot is 36 FEET, and that the surface level of the parking lot is actually only 48 INCHES higher than the street.

ALSO, the **inside radius** of the present entrance and exit ramps is 20 feet, with a 10 foot long straight section to reach parking lot surface level.

By enlarging the inside radius of both ramps from 20 FEET to 36 FEET their **lengths** would be EXTENDED and their steepness would be decreased, making them **easier** for motorists to use than they are now. (Also, only 2 parking spaces would be sacrificed out of 72.) **SEE DRAWING.**

E. Incidentally, as recently as 2 months ago, the South Fayette engineer reviewed my proposed left turn stacking lane drawings and agreed that it should be added to the project design, because he recognized that :

1. The new bridge will only have 1 Washington (Pike) Ave. lane dedicated exclusively for consumer-motorists from Bridgeville to enter South Fayette's central business district,
2. that there would be vehicles not able to "get completely into" the right lane on the bridge for vehicles moving to Route #50 West and I-79 South, that would block the 1 lane into the South Fayette central business district and
3. that there would be vehicles not able to "get completely into" the left turn stacking lane (on the bridge) leading to the Aldi Store shopping center, that would ALSO block the 1 lane into the South Fayette central business district from Bridgeville. SEE DRAWING.

The South Fayette engineer mentioned he was going to have me explain the importance of the Bridgeville left turn stacking lane to the South Fayette business district, at the next local Traffic Task Force meeting.

To my knowledge, the Bridgeville engineer has never initiated any important road improvements to reduce traffic congestion in Bridgeville, and would probably not be inclined to support the left turn stacking lane suggestion, now.

F. A recent newspaper article containing Penn DOT data stated that.... only 14 vehicles were making left turns at this Washington Ave./Chartiers Street intersection between 4 pm to 6 pm (2 hours) EACH DAY.

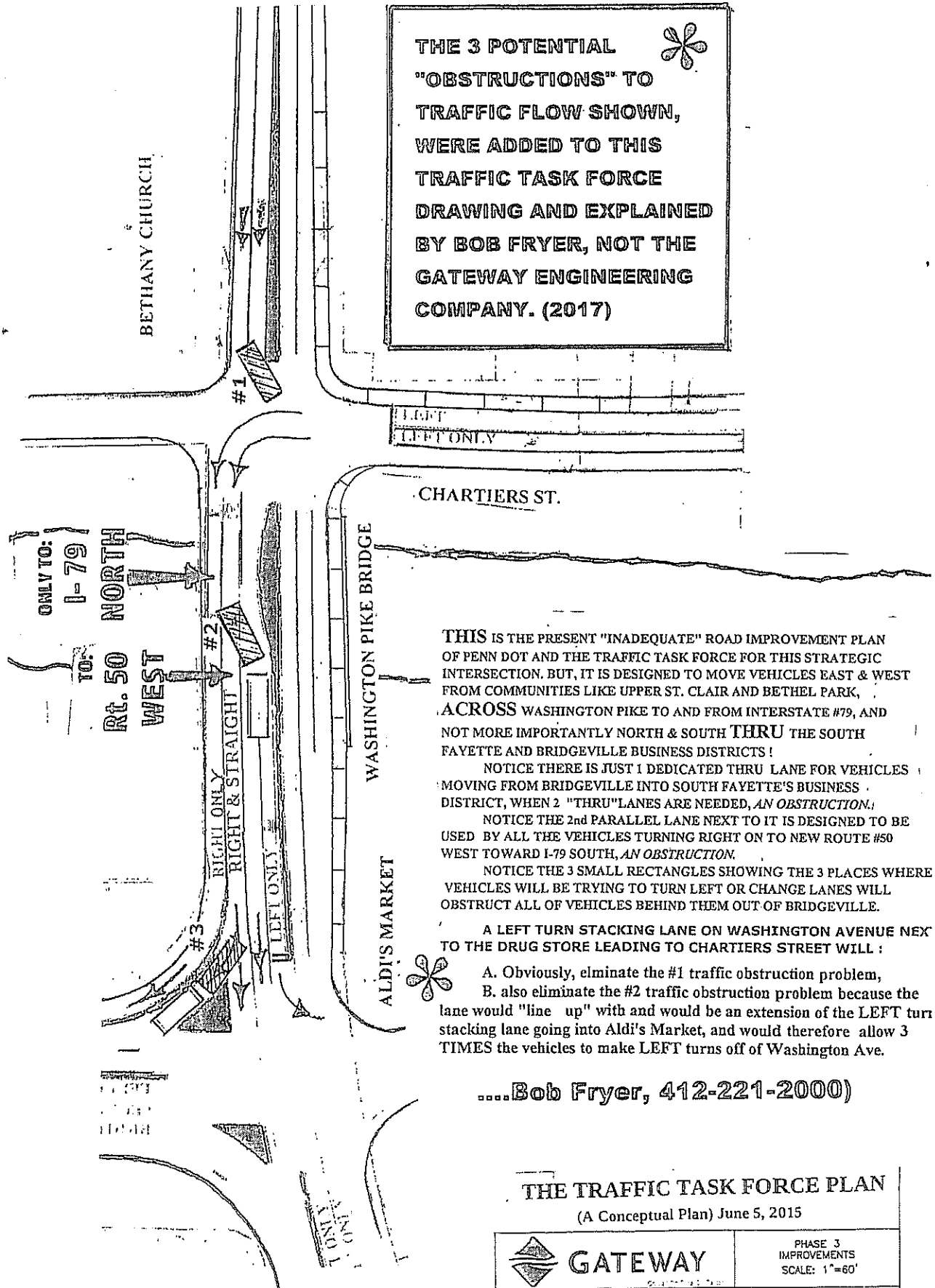
However, 2 of OUR traffic counts have shown that 17 vehicles in only the 1 hour between 5 pm and 6 pm alone, were turning LEFT to Chartiers Street. The last count was done on Wednesday 1/24/18.

This repeated stopping of the long traffic column of vehicles coming OUT of Bridgeville, occurred about every 4 minutes, and prevented countless other vehicles from driving straight thru the traffic light. 3 of the groups of vehicles had to sit thru a 2nd traffic light cycle.

The PROBLEM :

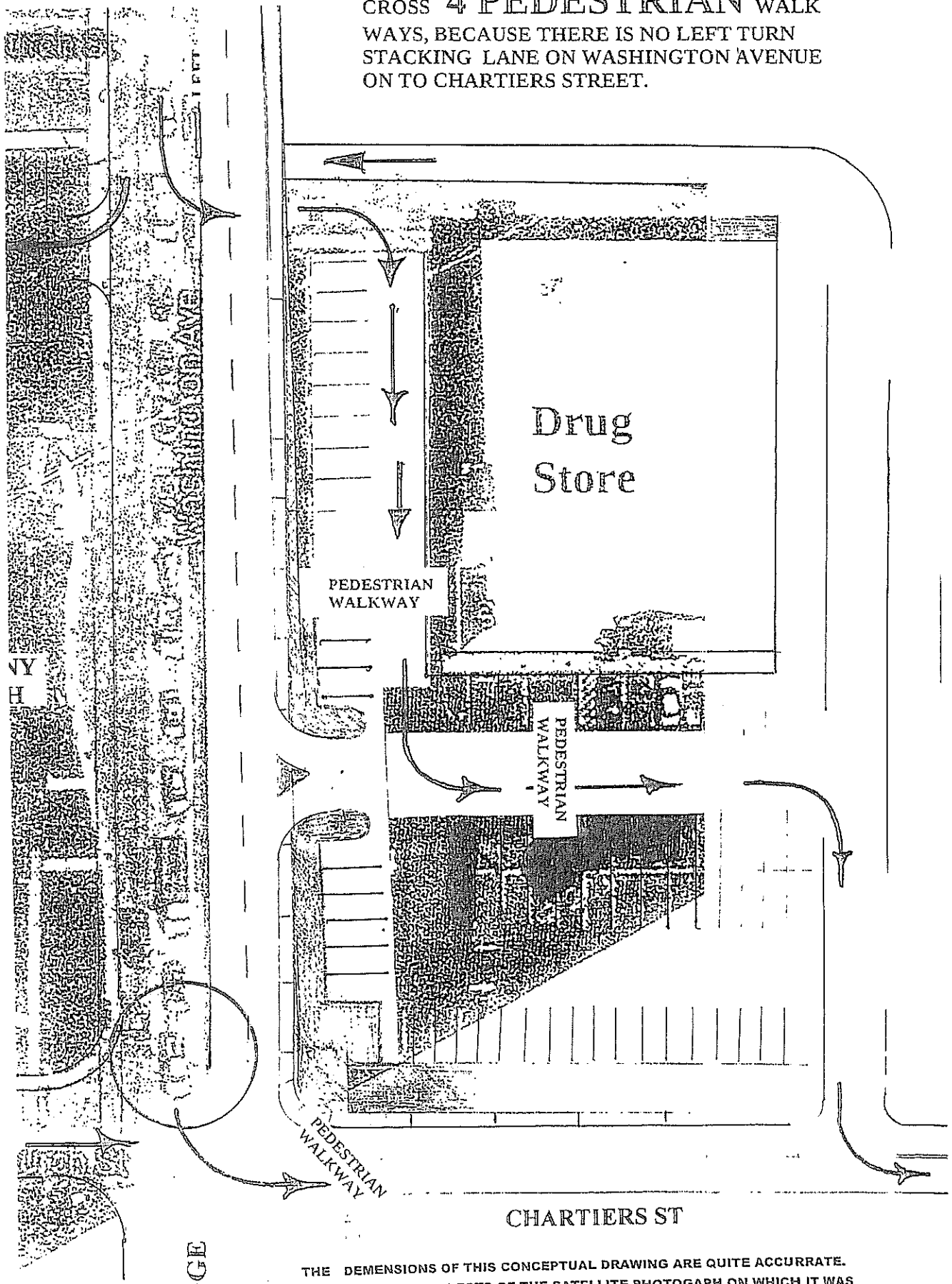
ONLY 1 OF THE LANE ON THE 2 LANE ROAD TO BE IMPROVED FOR MOTORISTS DRIVING FROM THE BRIDGEVILLE BUSINESS DISTRICT TO THE SOUTH FAYETTE BUSINESS DISTRICT ON WASHINGTON PIKE.

Drug Store



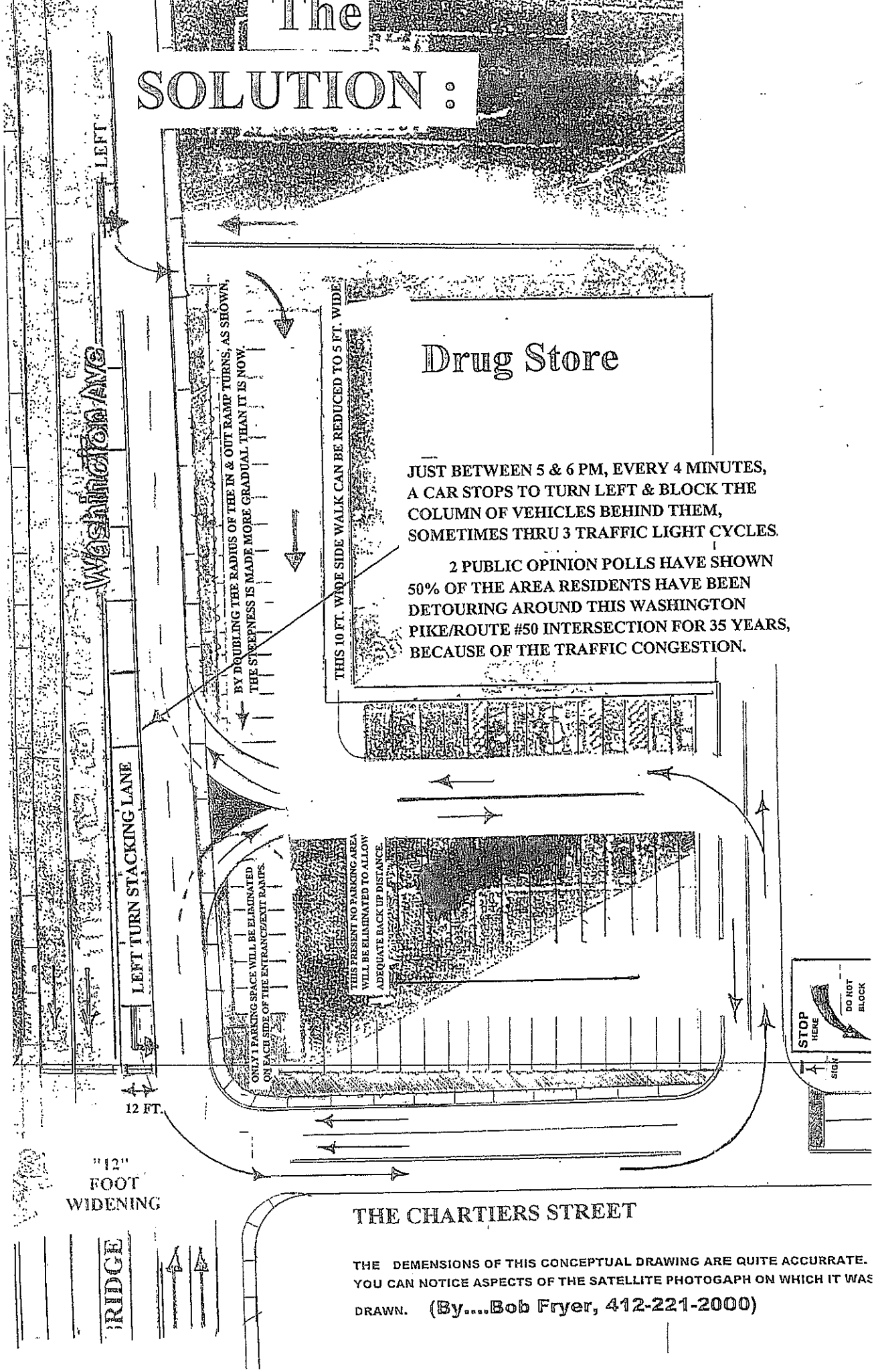
PROBLEM

SHOWN ARE THE DANGEROUS OPTIONAL ROUTES MOTORISTS HAVE DEVISED THAT CROSS 4 PEDESTRIAN WALK WAYS, BECAUSE THERE IS NO LEFT TURN STACKING LANE ON WASHINGTON AVENUE ON TO CHARTIERS STREET.



THE DEMENSIONS OF THIS CONCEPTUAL DRAWING ARE QUITE ACCURATE. YOU CAN NOTICE ASPECTS OF THE SATELLITE PHOTOGRAPH ON WHICH IT WAS DRAWN. (By....Bob Fryer, 412-221-2000)

The SOLUTION :



Drug Store

JUST BETWEEN 5 & 6 PM, EVERY 4 MINUTES, A CAR STOPS TO TURN LEFT & BLOCK THE COLUMN OF VEHICLES BEHIND THEM, SOMETIMES THRU 3 TRAFFIC LIGHT CYCLES.

2 PUBLIC OPINION POLLS HAVE SHOWN 50% OF THE AREA RESIDENTS HAVE BEEN DETOURING AROUND THIS WASHINGTON PIKE/ROUTE #50 INTERSECTION FOR 35 YEARS, BECAUSE OF THE TRAFFIC CONGESTION.

THE CHARTIERS STREET

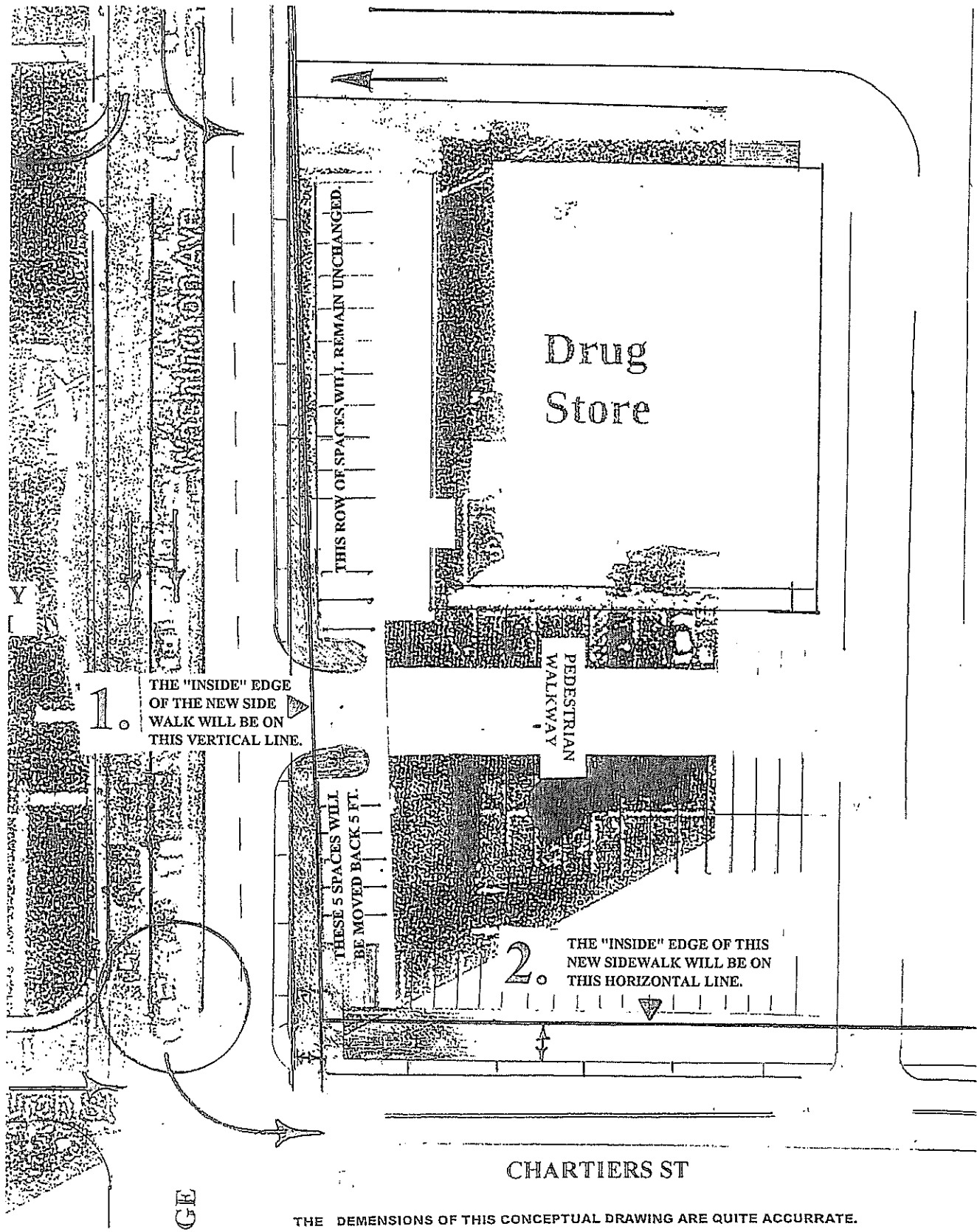
THE DIMENSIONS OF THIS CONCEPTUAL DRAWING ARE QUITE ACCURATE. YOU CAN NOTICE ASPECTS OF THE SATELLITE PHOTOGRAPH ON WHICH IT WAS DRAWN. (By....Bob Fryer, 412-221-2000)

1.

SHOWN BELOW IS THE PROPOSED NEW POSITION OF THE INSIDE EDGE OF THE WASHINGTON AVENUE SIDEWALK, THAT IS NECESSARY FOR THE "LEFT TURN STACKING LANE" TO BE BUILT.

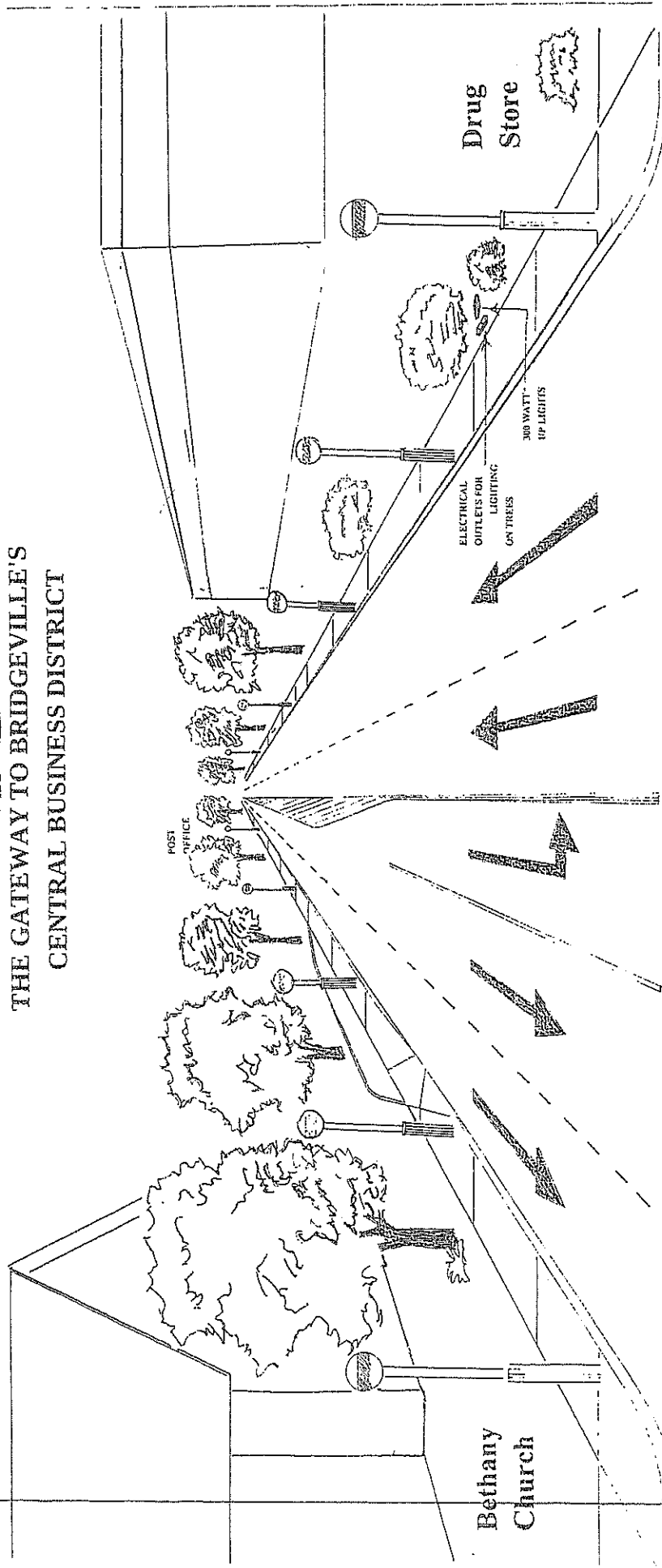
2.

SHOWN BELOW IS THE PROPOSED NEW POSITION OF THE INSIDE EDGE OF THE CHARTIERS STREET SIDEWALK, THAT IS NECESSARY FOR THE "ADDITIONAL" STACKING LANE TO BE BUILT.



THE DIMENSIONS OF THIS CONCEPTUAL DRAWING ARE QUITE ACCURATE. YOU CAN NOTICE ASPECTS OF THE SATELLITE PHOTOGRAPH ON WHICH IT WAS DRAWN. (By....Bob Fryer, 412-221-2000)

THE GATEWAY TO BRIDGEVILLE'S CENTRAL BUSINESS DISTRICT



CHURCH ST.

CHARTIERS ST.

THIS "STREET LIGHT, ILLUMINATED STREET TREE PLAN"

WOULD GIVE BRIDGEVILLE...
THE MOST BEAUTIFUL MAIN STREET
OF ANY COMMUNITY IN THE
REGION, AND CREATE A LOOK THAT
WOULD ATTRACT NEW, TAX
REVENUE PRODUCING BUSINESSES
TO ITS BUSINESS DISTRICTS.

BRIDGEVILLE

THIS STREET TREE PLAN
WOULD REQUIRE THE APPROVAL
OF... THE U.S. POST OFFICE, THE
BETHANY CHURCH, THE DRUG
STORE, THE OWNERS OF 3
COMMERCIAL BUILDINGS and A
HOME OWNER.

Only low level landscaping and flowering shrubs, so as to not
excessively obstruct view of Rite-Aid store.

(By...Bob Fryer, 412-221-2000)

Also, during our two 1 hour traffic counts, 3 additional Southbound vehicles on Washington Ave. turned RIGHT to drive around the Betheny Church thru its parking lot and in front of its rear door, to avoid the delay in turning left at the intersection, so they could then come up along side the Church St. and drive **ACROSS Washington Ave.** to Chartiers Steet.

Also, 2 of the Southbound vehicles on Washington Ave. turned LEFT thru the drug store parking lot, to avoid waiting to turn left at the traffic light to Chartiers St. When the Rite-Aid officials visited the site last month, they witnessed the cars dangerously cutting thru their parking lot, in front of their main customer entrance.

(Also, an observant, nearby Washington Ave. neighbor has informed me in writing that these 2 dangerous "short cuts", in front of the doors of the drug store and the rear doors of the church, occur 50 to 60 times a day.)

THE FOLLOWING ARE "EVEN MORE" FACTS SUPPORTING THE BUILDING OF THE LEFT TURN STACKING LANE

1. As already mentioned, there are **2 exclusive** Northbound Washington Pike lanes coming FROM South Fayette's central business district leading into Bridgeville's central business district,

but there is **ONLY 1 exclusive** Southbound Washington Pike lane from Bridgeville's central business district leading into South Fayette's central business district, which will reduce its consumer motorist volume (AND BUSINESS PROFIT MARGINS) by **50%**, and increase the traffic **congestion** in Bridgeville by **50% !**

This **1 Southbound lane** can (and will) **ALSO** be periodically blocked by vehicles trying to get into the Route #50 West bound lane next to it, that have to stop before they are completely into the Route #50 West bound lane. **SEE DRAWING.**

2. Also, there is a Southbound left turn stacking lane to be on the new 7 lane wide bridge leading into the Aldi Store Shopping Center, that's on the other side of and next to THE 1 EXCLUSIVE LANE from Bridgeville leading to the South Fayette business district lane. And it's too short.

This means that some of these vehicles waiting to turn left will also be stopped before they are completely into the left turn stacking lane, and will ALSO block the 1 lane from Bridgeville into South Fayette's business district!

* It should be mentioned here that our proposed Washington Ave. LEFT TURN STACKING LANE TO CHARTIERS STREET in Bridgeville, will line up with the left turn stacking lane going into the Aldi Store Shopping Center, and would, in effect, double the number of vehicles it would hold.

3. In addition, a 400 family survey we conducted in October of 2017 thru the 4 churches in Bridgeville asking if...THEY WOULD USE THIS LEFT TURN STACKING LANE....received 81 return mail positive responses ! 15 of the individuals took the time to write comments expressing their frustration about the excessive traffic congestion.

All 81 respondents said they would use the left turn stacking lane !
(Considering the limited scope of the question, the % of the returns is exceptional. Therefore the "left turn stacking" would be used consistently by many more motorists than any present traffic counts reveal.)

4. Out of ALL 8 of the 200 year old secondary roads in the Region that pour their traffic volumes on to Bridgeville's 2 lane wide main street, there are only 2 places coming off of Washington Ave. from which vehicles can turn left and drive EAST toward Scott, Mt. Lebanon and Upper St. Clair, they are....

Bower Hill Road and
Station Street (which becomes Bank St. to Lesnett Road).

The left turn stacking lane from Washington Ave. to Chartiers St. would create a 3rd route, that would :

A. Diffuse 1/3 of the present total traffic congestion and

B. would separate the Station St./Bank St./Lesnett Road East bound route motorists from the Chartiers St./Mayview Road Southeast bound route motorists.

Presently, these 2 traffic columns CROSS each other at a traffic congestion causing "dog leg" intersection 1/2 mile to the East at the top of the hill.

Considering the enormous residential and shopping center development planned for the former Mayview Hospital area along Mayview Road, these 2 routes could be separated, which would allow a continuous, generally uninterrupted right turn from Chartiers St. on to Mayview Road at the top of the hill, and a left turn on to Lesnett Road at the same intersection.

5. We did a different, public opinion survey 2 years ago, and got a 50% mailed return with dozens of personal comments and suggestions, revealing that 50% of the residents in a 5 mile radius of Bridgeville have been detouring around the Bridgeville, South Fayette, Collier business district for 35 YEARS because of the traffic congestion. (A telephone survey done 20 years ago, thru the Bridgeville Planning Commission, revealed the same 50% motorist detour pattern.)

THIS MEANS THAT ALL PRESENT TRAFFIC COUNTS, BY ANYONE, ARE 50% INACCURATE, AND SHOULD BE CONSIDERED AS AN "UNDER ESTIMATION" OF THE PRESENT AND CERTAINLY FUTURE TRAFFIC VOLUMES.

6. The 10/16/2017 Tribune-Review news article by Christopher Maggio, stated :

A. That the cost of the left turn stacking lane on Washington Ave. in Bridgeville would be \$1,000,000. Yet our cost estimates from another engineering firm are less than \$150,000, IF the drug store owners GIVE Penn DOT the land necessary, which at this point they seem willing to do.



CARNEGIE/BRIDGEVILLE ([HTTP://TRIBLIVE.COM/LOCAL/](http://triblive.com/local/))

(?PRINTERFRIENDLY-TRUE)

Left-turn lane proposed in Bridgeville might lack PennDOT support

CHRISTOPHER MAGGIO (MAILTO:TRIBCITY@TRIBWEB.COM?SUBJECT=RE: LEFT-TURN LANE PROPOSED IN BRIDGEVILLE MIGHT LACK PENNDOT SUPPORT STORY ON TRIBLIVE.COM) | Wednesday, Aug. 30, 2017, 1:06 p.m.



GOOGLE STREET VIEW

An option is being discussed to have a left-turn lane added near Rite Aid at the corner of Washington Avenue and Chartiers Street that would be part of a larger project to help improve traffic flow in that part of Bridgeville.

Some Bridgeville leaders want to see a left-turn lane onto Chartiers Street from Washington Avenue, but PennDOT leaders might not agree.

Leaders in August discussed the option to have a left-turn lane added near Rite Aid at the corner of Washington Avenue and Chartiers Street that would be part of a larger project to help improve traffic flow in the area.

If included, the lane would be part of a project expanding and replacing the bridge over Chartiers Creek from four lanes to seven lanes.

But a traffic study during rush hour found zero drivers made the turn from 7 to 9 a.m., and 14 drivers made the turn from 4 to 6 p.m., said Michael Haberman, a representative of Gateway Engineers.

Haberman said PennDOT doesn't think there is a "huge demand" for the lane.

Mayor Pasquale DeBlasio said drivers turn left onto Chartiers Street during different parts of the day.

"The people making a left from Washington up Chartiers Street, those are the people that are in our business district," he said. "They're our residents. They're our customers. That's a piece of this regional plan that truly helps our little community."

The left-turn lane could cost as much as \$1 million — a number Haberman said gave PennDOT "some pause."

The lane likely could mean the loss of six spaces in the Rite Aid parking lot.

South Fayette, Bridgeville, private developers and grants have committed \$4 million to the overall lane expansion and bridge project — without the left-turn lane option. An estimated \$7 million would be needed, Haberman said.

Haberman said leaders are confident the project will receive funding through the Southwestern Pennsylvania Commission's next Transportation Improvement Program set for 2019 through 2022.

Christopher Maggio is a Tribune-Review contributing writer.

B. The article stated that the Rite-Aid drug store would lose 6 parking spaces, when they would only lose only 2, out of 72 spaces.

C. A Penn DOT traffic count claimed only 14 drivers made the left turn between 4 PM and 6 PM. Yet, our 2 traffic counts showed 17 drivers turning left during the single hour between 5 PM and 6 PM. About every 4 minutes a left turning car would stop and wait to turn, stopping 2 to 4 vehicles behind it. Some of them, therefore, had to sit thru another traffic light cycle.

7. In addition, during our two 1 hour traffic counts, 3 vehicles turned left off of Washington Avenue, and dangerously sped diagonally thru the drug store parking in front of the store's main entrance, to get to Chartiers Street and turn left there.

8. Also, to avoid having TO WAIT to turn left from Washington Ave. on to Chartiers, about 5 vehicles turned RIGHT off this main street to circle around behind the Bethany Church, (in front of its rear door entrance), to then be able to drive ACROSS Washington Ave. to Chartiers Street.

9. The 2 other property owners on Chartiers Street as well as the drug store owners, also seem agreeable to donate the land for the additional 12 foot wide, 150 yard long stacking lane there.

10. The addition of the left turn sacking lane from Washington Ave. to Chartiers St. at this site, involves much MORE than just reducing the traffic congestion.

The left turn stacking is the opportunity for Bridgeville to greatly improve its image and attractiveness to tax revenue producing real estate developers by having the most attractive front street of any community in the larger region.

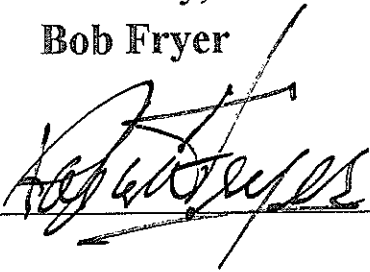
It would make possible the continuation of 2 rows of 14 new, colonial traditional lights on both sides of the street,

as well as having night illuminated street trees on both sides of the street (that would NOT be planted in the sidewalks), but more advantageously planted on the lawns of property owners, where there is more than enough space.

The sidewalks and curbs on the East (drug store) side of the street need replaced, because they cannot be safely used by hundreds of walking older adults and those using walkers and wheel chairs who consistently have to walk from the 11 story older adults high rise 3 blocks away, to the Aldi's food market over the Washington Ave. creek bridge!

I would like to have the chance to discuss all of this information with you and any of your Penn DOT staff members, that might lead to the inclusion of "the Left Turn Stacking Lane" as part of the upcoming 7 lane wide bridge project.

Sincerely,
Bob Fryer

A handwritten signature in black ink, appearing to read 'Bob Fryer', is written over a horizontal line.

P.S. Dear Cheryl,

I realize that you were probably not born 50 years ago when Interstate Highway #79 was built which attracted about 50,000 transient and residential consumer motorists a day away from the Route #19 business districts,

which was when the quiet, never mentioned, intense lobbying of Penn DOT began, to greatly improve all the roads leading to the Upper St. Clair and Mt. Lebanon business districts, and ignore the rapidly increasing traffic congestion on the nearby, competitive Washington Pike (Route #50) corridor business district.

The scheme even included the South Hills area's State senator at the time, persuading the naive directors of the Bridgeville Chamber of Commerce to be used to form the "Route 50" Corridor Commission, but that INCLUDED Mt. Lebanon and Upper St. officials ! (?)

After 2 years of analysis....

and the intentional elimination of the most traffic congested intersection on Washington Pike from the required preliminary traffic study, and the intentional filing of the application for the road widening project funds to the Federal Highway Administration, as a Level #3 project, rather than a Level #4 project that requires protection of "the public interest and community economics" (that was denied by the FHWA for that reason),

the Commission's solution to the Route 50 traffic congestion problem, was NOT to add more lanes and double the vehicle moving capacity of Route 50 (Washington Pike) where the congestion was occurring, but to instead....

build TWO new East/West roads diverting I-79 motorists AWAY FROM THE WASHINGTON PIKE BUSINESS DISTRICT in South Fayette, Bridgeville and Collier,

directly to the Mt. Lebanon/Upper St. Clair business districts on Route #19, by way of a new Painters Run Road route thru Upper St. Clair, and a new Boyce Road route in South Fayette (that would ALSO require a exit/entrance on Interstate Highway #79.)

As you know, within the last year, Penn DOT has directed a separate highway design company to look into the construction of a new I-79 interchange at the West end of Boyce Road in South Fayette, that would reduce South Fayette business district profits by possibly 75%, and at least 50%.

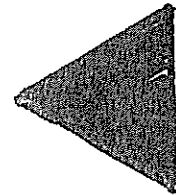
Today, as Penn DOT's District Executive, you are the only one who can end this discriminatory construction of roads in your District !

The State and County roads that were built are the proof of the 50 year old scheme, along with the spending records of the Southwestern Pennsylvania (Planning) Commission.

Signalized Intersections

The signalized intersections were analyzed for capacity and the results are shown in Table 1. For signalized intersections, LOS D and above is considered desirable. As shown in Table 1, failure occurs at 5 study intersections under existing conditions. These failures are based upon existing intersection timings. In many situations delays can be reduced by adjusting to coincide with traffic patterns.

- Route 50 and Kirwan Heights Ramp
- Route 50 and Bower Hill Road
- Route 50 and Chartiers Street
- Vanadium Road and Bower Hill Road
- Bower Hill Road and Painters Run Road.



The aforementioned intersection were also analyzed for capacity using optimum cycle lengths and phasings of an undesirable LOS was exhibited in an approach to the intersection. Existing roadway conditions , in terms of traffic capacity were maintained in the analyses unless optimization did not achieve a desirable LOS. The optimized LOS are also shown in Table 1.

This is a page from the 1990 Route #50 Corridor Commission Study to solve the Washington Pike traffic congestion problem in South Fayette and Bridgeville.

NOTICE : The center of the traffic congestion problem, the Washington Pike/Route #50 intersection in South Fayette, next to the Bridgeville I-79 Exit has been excluded from the Study.

² 1985 Highway Capacity Manual, transportation Research Board, 1985, Ch. 10, pp. 9-10

FHWA denies Washington Pike

By Linda Barry

The plan for the widening of a 400-yard stretch of Washington Pike in South Fayette and Bridgeville has been denied by the U.S. Department of Transportation Federal Highway Administration (FHWA).

Construction on the \$1.7 million project was scheduled to begin April 1.

A letter, dated March 30, to William Moyer, chief engineer of the Pennsylvania Department of Transportation (PennDOT), from Manuel Marks, division administrator of the highway ad-

ministration, said the PennDOT District 11 office, supervised by Henry Nuthrown, mis-classified the widening as a level 3 categorial exclusion project in an attempt to receive approval.

However, the Federal Highway Administration said the project is a level 4 type and wants the application modified to show compliance with level 4 requirements.

PennDOT's level 3 construction projects do not have the regulations to protect the public interest and community economics that level 4 projects do, according to a PennDOT strike-off letter dated

Dec. 22, 1987.

In addition to withholding its approval for widening the state road, the FHWA wants PennDOT to submit a four-part review of the project.

FHWA wants to see a clear map depicting the elements of the proposed project, illustrating other proposed actions in the Bridgeville area, the G.A.I. engineering company road widening plan that was developed at the request of the Bridgeville-Collier-South Fayette Business District Association, and the width of the right-of-way PennDOT owns on Washington Pike in South Fayette's

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Pike

Continued from page 1

The states also are required to have one or more public hearings at a convenient time and place for any federally-funded project which substantially changes the function of connecting roads, the facility being improved, or has a significant social, economic or environmental affect for which the FHWA determines that a public hearing is in the public interest.

The controversy between PennDOT and the Bridgeville-Collier-South Fayette Business District Association stems from the G.A.I. engineering plan.

G.A.I.'s plan calls for a four-lane design with a center fifth lane for turning vehicles that requires a 57-foot right-of-way.

PennDOT, however, has been

claiming the G.A.I. plan would require tearing out underground gas tanks and gas pumps at the Exxon and Boron service stations opposite each other on Washington Pike.

However, photographs taken of traffic cones placed on both sides of the road through South Fayette's business district showing the 57-foot G.A.I. width, indicate PennDOT's concern about enormous property taking may be exaggerated.

The four-lane concept for the widening of Washington Pike is supported by approximately 200 business owners and managers on Washington Pike; Beckman Association of Wexford, Bridgeville's city planning consul-

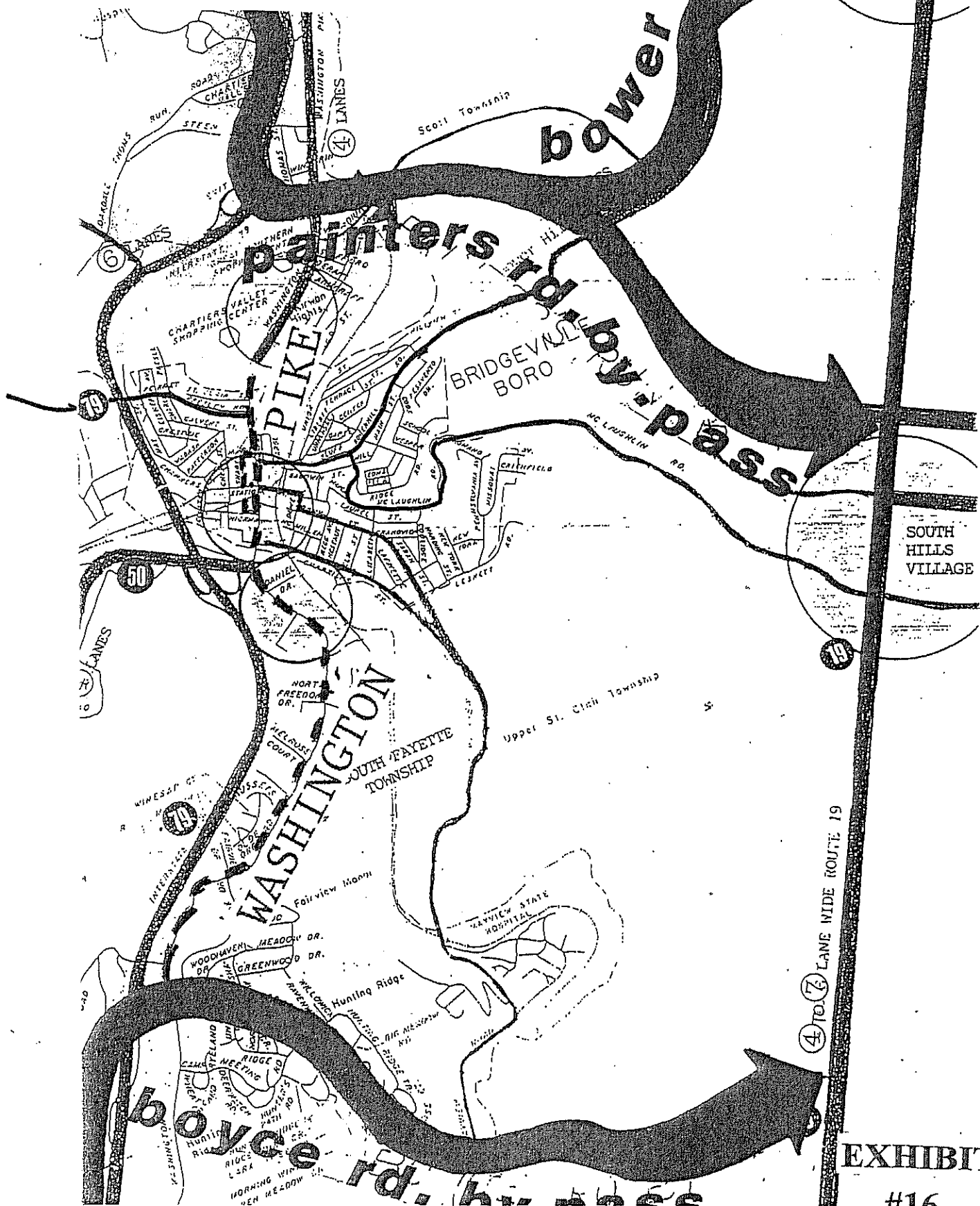
tant; Community Productions Inc., a planning firm from Shadyside; and the G.A.I. Engineering Co. of Monroeville.

Robert Fryer, a spokesman for the Bridgeville-Collier-South Fayette Business District Association, said PennDOT's proposed widening will be a permanent bottleneck to consumer/motorists and area residents who want to drive from South Fayette to the Bridgeville and Collier business districts, located 100 feet and 4,000 feet away respectively.

He claims it also will be a bottleneck for motorists from Collier and Bridgeville who want to drive into South Fayette's central business district.

However, photographs taken of traffic cones placed on both sides of the road through South Fayette's business district showing the 57-foot G.A.I. width, indicate PennDOT's concern about enormous property taking may be exaggerated.

THE ROUTE #50 CORRIDOR COMMISSION'S ROAD IMPROVEMENT PLAN THAT WAS CLAIMED TO BE THE SOLUTION TO THE TRAFFIC CONGESTION PROBLEM ON THAT CORRIDOR, BUT WAS ACTUALLY TO FUNNEL I-79 CONSUMERS DIRECTLY TO THE ROUTE #19 BUSINESS DISTRICT.



The excessive Washington Pike traffic volume records of Penn DOT and other reputable city planning firms provide further evidence that the 4 lane widening of this major Regional road should have been continued thru Bridgeville and South Fayette 30 years ago.

Additional evidence is the fact that the traffic volume projections of the Southwestern Pennsylvania (Planning) Commission for the Washington Pike/Route #50 intersection at the South Fayette/Bridgeville border, were reached 12 YEARS BEFORE the Commission predicted !

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Honorable Guy Reschenthaler, Pennsylvania State Senator
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